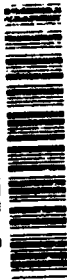
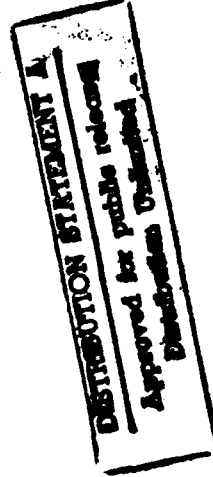


DEPARTMENT OF THE
AIR FORCE

AD-A256 351



AMENDED FY 1992/FY 1993 BIENNIAL BUDGET ESTIMATES
SUBMITTED TO CONGRESS JANUARY 1992



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Aircraft Procurement, Air Force

92-27808



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**DEPARTMENT OF THE AIR FORCE
AIRCRAFT PROCUREMENT, AIR FORCE
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AIRCRAFT PROCUREMENT, AIR FORCE

For construction, procurement, and modification of aircraft and equipment, including armor and armament, specialized ground handling equipment, and training devices, spare parts, and accessories therefor; specialized equipment; expansion of public and private plants, and accessories thereof; Government-owned equipment and installation thereof in such plants, erection of structures, and acquisition of land, for the foregoing purposes, and such lands and interests therein, may be acquired, and construction prosecuted thereon prior to approval of title; reserve plant and Government and contractor-owned equipment layaway; and other expenses necessary for the foregoing purposes including rents and transportation of things; [\$9,538,489] \$10,412,350, to remain available for obligation until September 30, [1993] 1994, of which \$419,200,000 shall be available for the Air National Guard and Air Force Reserve.

Further, for the foregoing purposes, \$11,035,701 to become available for obligation on October 1, 1992 and to remain available for obligation until September 30, 1995, of which \$375,400,000 shall be available for the Air National Guard and Air Force Reserve. (10 U.S.C. 2271-79, 2353, 2386, 2663, 2672, 2672a, 8013, 8062, 9501-02, 9532, 9741-42; 50 U.S.C. 451, 453, 455; Department of Defense Appropriations Act 1991; additional authorizing legislation to be proposed.)

Aircraft Procurement, Air Force
Program and Financing (in Thousands of dollars) SUMMARY

| Identification code | 57-3010-0-1-051 | Budget plan (amounts for PROCUREMENT actions programmed) | | | Obligations | | |
|------------------------------|---|--|------------|------------|-------------|------------|------------|
| | | 1991 actual | 1992 est. | 1993 est. | 1991 actual | 1992 est. | 1993 est. |
| Program by activities: | | | | | | | |
| Direct program: | | | | | | | |
| 00.0101 | Combat aircraft | 5,974,973 | 4,784,817 | 3,596,183 | 7,001,588 | 4,506,967 | 4,408,798 |
| 00.0201 | Airlift aircraft | 339,529 | 2,077,669 | 3,019,898 | 1,204,368 | 1,778,435 | 2,554,266 |
| 00.0301 | Trainer aircraft | 155,805 | 170,149 | 170,845 | 134,591 | 123,039 | 169,322 |
| 00.0401 | Other aircraft | 38,795 | 157,862 | 393,342 | 5,400 | 133,973 | 305,326 |
| 00.0501 | Modification of inservice aircraft | 1,477,055 | 1,810,120 | 1,732,656 | 1,894,816 | 2,319,609 | 1,739,342 |
| 00.0601 | Aircraft spares and repair parts | 510,680 | 603,353 | 724,426 | 769,358 | 897,937 | 717,025 |
| 00.0701 | Aircraft support equipment and facilities | 928,596 | 1,110,480 | 1,291,351 | 959,517 | 1,138,895 | 1,202,275 |
| 00.9101 | Total direct program | 9,423,433 | 10,714,450 | 10,928,701 | 11,969,638 | 10,898,655 | 11,096,354 |
| 01.0101 | Reimbursable program | 993,270 | 318,100 | 327,900 | 324,346 | 1,235,126 | 327,900 |
| 10.0001 | Total | 10,416,703 | 11,032,550 | 11,256,601 | 12,293,984 | 12,133,781 | 11,424,254 |
| Financing: | | | | | | | |
| Offsetting collections from: | | | | | | | |
| 11.0001 | Federal funds(-) | -165,891 | -96,600 | -101,400 | -156,908 | -96,600 | -101,400 |
| 13.0001 | Trust funds(-) | -827,379 | -221,500 | -226,500 | -814,984 | -221,500 | -226,500 |
| 14.0001 | Non-Federal sources(-) | | | | 17,368 | | |
| 17.0001 | Recovery of prior year obligations | | | | -661,651 | | |
| 21.4002 | Unobligated balance available, start of year: | | | | -8,857,502 | -7,644,816 | -8,543,585 |
| 21.4003 | For completion of prior year budget plans | -75,800 | | | -75,800 | | |
| 21.4009 | Available to finance new budget plans | 41,690 | | | -77,149 | | |
| 22.0001 | Reprogramming from/to prior year budget plan | -77,149 | | | | | |
| 24.4002 | Unobligated balance transferred to other acco | | | | 7,644,816 | 6,543,585 | 6,375,932 |
| 25.0001 | Unobligated balance available, end of year: | 58,959 | | | 58,959 | | |
| 25.0001 | For completion of prior year budget plans | | | | | | |
| 25.0001 | Unobligated balance expiring | | | | | | |
| 39.0001 | Budget authority | 9,371,133 | 10,714,450 | 10,928,701 | 9,371,133 | 10,714,450 | 10,928,701 |
| Budget authority: | | | | | | | |
| 40.0001 | Appropriation | 9,538,489 | 10,412,350 | 10,928,701 | 9,538,489 | 10,412,350 | 10,928,701 |
| 40.3601 | Appropriation rescinded (unob bal) | -52,300 | | | -52,300 | | |
| 40.7503 | Reduction pursuant to P.L.102-172 (-) | | -7,400 | | | -7,400 | |
| 41.0001 | Transferred to other accounts (-) | -243,456 | | | -243,456 | | |
| 42.0001 | Transferred from other accounts | 128,400 | 309,500 | | 128,400 | 309,500 | |
| 43.0001 | Appropriation (adjusted) | 9,371,133 | 10,714,450 | 10,928,701 | 9,371,133 | 10,714,450 | 10,928,701 |

Aircraft Procurement, Air Force
Program and Financing (in Thousands of dollars) SUMMARY

| Identification code | 57-3010-0-1-051 | Budget plan (amounts for PROCUREMENT actions programmed) | | | Obligations | | |
|-------------------------------------|---------------------------------------|--|-----------|-----------|-------------|-------------|-------------|
| | | 1991 actual | 1992 est. | 1993 est. | 1991 actual | 1992 est. | 1993 est. |
| Relation of obligations to outlays: | | | | | | | |
| 71.0001 | Obligations incurred | | | | 11,339,460 | 11,815,681 | 11,096,354 |
| 72.4001 | Obligated balance, start of year | | | | 26,045,042 | 22,966,432 | 21,107,333 |
| 74.4001 | Obligated balance, end of year | | | | -22,966,432 | -21,107,333 | -20,752,342 |
| 77.0001 | Adjustments in expired accounts (net) | | | | 37,442 | | |
| 78.0001 | Adjustments in unexpired accounts | | | | -661,651 | | |
| 90.0001 | Outlays (net) | | | | 13,793,861 | 13,674,780 | 11,451,345 |

Aircraft Procurement, Air Force
Object Classification (in Thousands of dollars) SUMMARY

| | | | | |
|---------------------------|--------------------------------|-------------|------------|------------|
| Identification code | 57-3010-0-1-051 | 1991 actual | 1992 est. | 1993 est. |
| Direct obligations: | | | | |
| 131.001 | Equipment | 11,969,638 | 10,898,655 | 11,096,354 |
| 199.001 | Total Direct obligations | 11,969,638 | 10,898,655 | 11,096,354 |
| Reimbursable obligations: | | | | |
| 231.001 | Equipment | 324,346 | 1,235,126 | 327,900 |
| 299.001 | Total Reimbursable obligations | 324,346 | 1,235,126 | 327,900 |
| 999.901 | Total obligations | 12,293,984 | 12,133,781 | 11,424,254 |

AIRCRAFT PROCUREMENT, AIR FORCE
Program and Financing (in Thousands of dollars) FISCAL YEAR 1989

| Identification code | 57-3010-0-1-051 | Budget Plan (amounts for PROCUREMENT actions programmed) | | | Obligations | | |
|------------------------------|---|--|-----------|-----------|-------------|-----------|-----------|
| | | 1991 actual | 1992 est. | 1993 est. | 1991 actual | 1992 est. | 1993 est. |
| Program by activities: | | | | | | | |
| Direct program: | | | | | | | |
| 00.0101 | Combat aircraft | | | | 1,998,104 | | |
| 00.0201 | Airlift aircraft | | | | 474,954 | | |
| 00.0301 | Trainer aircraft | | | | 1,704 | | |
| 00.0401 | Other aircraft | | | | 3,520 | | |
| 00.0501 | Modification of inservice aircraft | | | | 453,406 | | |
| 00.0601 | Aircraft spares and repair parts | | | | 168,971 | | |
| 00.0701 | Aircraft support equipment and facilities | | | | 175,901 | | |
| 00.9101 | Total direct program | | | | 2,849,560 | | |
| 01.0101 | Reimbursable program | | | | 52,912 | | |
| 10.0001 | Total | | | | 2,902,472 | | |
| Financing: | | | | | | | |
| Offsetting collections from: | | | | | | | |
| 11.0001 | Federal funds(-) | | | | -3,799 | | |
| 13.0001 | Trust funds(-) | | | | 11,681 | | |
| 14.0001 | Non-Federal sources(-) | | | | 68 | | |
| 17.0001 | Recovery of prior year obligations | | | | -241,701 | | |
| 21.4002 | Unobligated balance available, start of year: | | | | -2,628,581 | | |
| 21.4003 | For completion of prior year budget plans | | | | -8,400 | | |
| 21.4009 | Available to finance new budget plans | | | | | | |
| 22.0001 | Reprogramming from/to prior year budget plan | | | | | | |
| 25.0001 | Unobligated balance transferred from other ac | | | | -99,100 | | |
| | Unobligated balance expiring | | | | 58,959 | | |
| 40.3601 | Budget authority (Appropriation rescinded) (| | | | -8,400 | | |

Aircraft Procurement, Air Force
Program and Financing (in Thousands of dollars) FISCAL YEAR 1990

| Identification code | 57-3010-0-1-051 | Budget Plan (amounts for PROCUREMENT actions programmed) | | Obligations | |
|---|---|--|-----------|-------------|------------|
| | | 1991 actual | 1992 est. | 1991 actual | 1992 est. |
| Program by activities: | | | | | |
| Direct program: | | | | | |
| 00.0101 | Combat aircraft | | | 1,563,195 | 1,395,096 |
| 00.0201 | Airlift aircraft | | | 1,017,036 | 279,693 |
| 00.0301 | Trainer aircraft | | | 124 | 3,437 |
| 00.0501 | Modification of inservice aircraft | | | 634,351 | 576,513 |
| 00.0601 | Aircraft spares and repair parts | | | 322,862 | 288,976 |
| 00.0701 | Aircraft support equipment and facilities | | | 172,854 | 170,298 |
| 00.9101 | Total direct program | | | 3,710,422 | 2,714,013 |
| 01.0101 | Reimbursable program | | | 151,121 | 44,069 |
| 10.0001 | Total | | | 3,861,543 | 2,758,082 |
| Financing: | | | | | |
| Offsetting collections from: | | | | | |
| 11.0001 | Federal funds(-) | | | 12,782 | |
| 13.0001 | Trust funds(-) | | | 714 | |
| 14.0001 | Non-Federal sources(-) | | | 17,300 | |
| 17.0001 | Recovery of prior year obligations | | | -419,950 | |
| Unobligated balance available, start of year: | | | | | |
| 21.4002 | For completion of prior year budget plans | | | -6,228,921 | -2,758,082 |
| 21.4003 | Available to finance new budget plans | | | -67,400 | |
| 21.4009 | Reprogramming from/to prior year budget plan | | | 21,951 | |
| 22.0001 | Unobligated balance transferred to other acco | | | | |
| 22.0001 | Unobligated balance available, end of year: | | | | |
| 24.4002 | For completion of prior year budget plans | | | 2,758,082 | |
| 40.3601 | Budget authority (Appropriation rescinded) (| | | -43,900 | |

Aircraft Procurement, Air Force
Program and Financing (in Thousands of dollars) FISCAL YEAR 1991

| Identification code | 57-3010-0-1-051 | Budget Plan (amounts for PROCUREMENT actions programmed) | | | Obligations | | |
|------------------------------|--|--|-----------|-----------|-------------|------------|------------|
| | | 1991 actual | 1992 est. | 1993 est. | 1991 actual | 1992 est. | 1993 est. |
| Program by activities: | | | | | | | |
| Direct program: | | | | | | | |
| 00.0101 | Combat aircraft | 5,974,973 | | | 3,440,289 | 668,321 | 1,866,363 |
| 00.0201 | Airlift aircraft | 339,528 | | | 139,378 | 141,883 | 58,268 |
| 00.0301 | Trainer aircraft | 155,805 | | | 132,763 | 6,216 | 16,826 |
| 00.0401 | Other aircraft | 38,795 | | | 1,880 | 32,725 | 4,190 |
| 00.0501 | Modification of inservice aircraft | 1,477,055 | | | 807,059 | 531,279 | 138,717 |
| 00.0601 | Aircraft spares and repair parts | 510,680 | | | 277,525 | 171,352 | 61,803 |
| 00.0701 | Aircraft support equipment and facilities | 926,596 | | | 610,762 | 221,110 | 94,724 |
| 00.9101 | Total direct program | 9,423,433 | | | 5,409,656 | 1,772,886 | 2,240,891 |
| 01.0101 | Reimbursable program | 993,270 | | | 120,313 | 872,957 | |
| 10.0001 | Total | 10,416,703 | | | 5,529,969 | 2,645,843 | 2,240,891 |
| Financing: | | | | | | | |
| Offsetting collections from: | | | | | | | |
| 11.0001 | Federal funds(-) | -165,891 | | | -165,891 | | |
| 13.0001 | Trust funds(-) | -827,379 | | | -827,379 | | |
| 21.4002 | Unobligated balance available, start of year: For completion of prior year budget plans | | | | | -4,886,734 | -2,240,891 |
| 24.4002 | Unobligated balance available, end of year: For completion of prior year budget plans | | | | 4,886,734 | 2,240,891 | |
| 39.0001 | Budget authority | 9,423,433 | | | 9,423,433 | | |
| Budget authority: | | | | | | | |
| 40.0001 | Appropriation | 9,538,489 | | | 9,538,489 | | |
| 41.0001 | Transferred to other accounts (-) | -243,456 | | | -243,456 | | |
| 42.0001 | Transferred from other accounts | 128,400 | | | 128,400 | | |
| 43.0001 | Appropriation (adjusted) | 9,423,433 | | | 9,423,433 | | |

Aircraft Procurement, Air Force
Program and Financing (in Thousands of dollars) FISCAL YEAR 1992

| Identification code | 57-3010-0-1-051 | Budget plan (amounts for PROCUREMENT actions programmed) | | | Obligations | | |
|------------------------------|--|--|-----------|-----------|-------------|-----------|------------|
| | | 1991 actual | 1992 est. | 1993 est. | 1991 actual | 1992 est. | 1993 est. |
| Program by activities: | | | | | | | |
| Direct program: | | | | | | | |
| 00.0101 | Combat aircraft | 4,784,817 | | | 2,443,550 | 963,082 | |
| 00.0201 | Airlift aircraft | 2,077,669 | | | 1,356,859 | 463,968 | |
| 00.0301 | Trainer aircraft | 170,149 | | | 113,386 | 38,699 | |
| 00.0401 | Other aircraft | 157,862 | | | 101,248 | 34,681 | |
| 00.0501 | Modification of inservice aircraft | 1,810,120 | | | 1,211,817 | 413,395 | |
| 00.0601 | Aircraft spares and repair parts | 603,353 | | | 437,609 | 148,207 | |
| 00.0701 | Aircraft support equipment and facilities | 1,110,480 | | | 747,287 | 254,804 | |
| 00.9101 | Total direct program | 10,714,450 | | | 6,411,756 | 2,316,836 | |
| 01.0101 | Reimbursable program | 318,100 | | | 318,100 | | |
| 10.0001 | Total | 11,032,550 | | | 6,729,856 | 2,316,836 | |
| Financing: | | | | | | | |
| Offsetting collections from: | | | | | | | |
| 11.0001 | Federal funds(-) | -96,600 | | | -96,600 | | |
| 13.0001 | Trust funds(-) | -221,500 | | | -221,500 | | |
| 21.4002 | Unobligated balance available, start of year: For completion of prior year budget plans | | | | | | -4,302,694 |
| 24.4002 | Unobligated balance available, end of year: For completion of prior year budget plans | | | | 4,302,694 | 1,985,858 | |
| 39.0001 | Budget authority | 10,714,450 | | | 10,714,450 | | |
| Budget authority: | | | | | | | |
| 40.0001 | Appropriation | 10,412,350 | | | 10,412,350 | | |
| 40.7503 | Reduction pursuant to P.L.102-172 (-) | -7,400 | | | -7,400 | | |
| 42.0001 | Transferred from other accounts | 309,500 | | | 309,500 | | |
| 43.0001 | Appropriation (adjusted) | 10,714,450 | | | 10,714,450 | | |

Aircraft Procurement, Air Force
Program and Financing (in Thousands of dollars) FISCAL YEAR 1993

| Identification code | 57-3010-0-1-051 | Budget Plan (amounts for PROCUREMENT actions programmed) | | | Obligations | | |
|------------------------------|---|--|------------|-----------|-------------|------------|-----------|
| | | 1991 actual | 1992 est. | 1993 est. | 1991 actual | 1992 est. | 1993 est. |
| Program by activities: | | | | | | | |
| Direct program: | | | | | | | |
| 00.0101 | Combat aircraft | | 3,596,183 | | | 1,579,353 | |
| 00.0201 | Airlift aircraft | | 3,019,898 | | | 2,032,030 | |
| 00.0301 | Trainer aircraft | | 170,845 | | | 113,797 | |
| 00.0401 | Other aircraft | | 393,342 | | | 266,455 | |
| 00.0501 | Modification of inservice aircraft | | 1,732,656 | | | 1,187,230 | |
| 00.0601 | Aircraft spares and repair parts | | 724,426 | | | 507,015 | |
| 00.0701 | Aircraft support equipment and facilities | | 1,291,351 | | | 852,747 | |
| 00.9101 | Total direct program | | 10,928,701 | | | 6,538,627 | |
| 01.0101 | Reimbursable program | | 327,900 | | | 327,900 | |
| 10.0001 | Total | | 11,256,601 | | | 6,866,527 | |
| Financing: | | | | | | | |
| Offsetting collections from: | | | | | | | |
| 11.0001 | Federal funds(-) | | -101,400 | | | -101,400 | |
| 13.0001 | Trust funds(-) | | -226,500 | | | -226,500 | |
| 24.4002 | Unobligated balance available, end of year: For completion of prior year budget plans | | | | | 4,390,074 | |
| 40.0001 | Budget authority (Appropriation) | | 10,928,701 | | | 10,928,701 | |

| | |
|----------------------------------|-------------|
| (In Thousands of Dollars) | |
| Program FY 1993 Amended Estimate | \$3,596,183 |
| Program FY 1993 Change | -941,782 |
| Program FY 1993 Initial Estimate | 4,537,965 |
| Program FY 1992 Estimate | 4,784,817 |
| Program FY 1991 Actual | 5,974,973 |

ACTIVITY: Combat Aircraft

PART I PURPOSE AND SCOPE

This activity provides for the procurement of new aircraft, associated flight simulation devices, and other peculiar training and support equipment for modernization of the U.S. combat forces and to improve the efficiency of training programs.

Combat aircraft are required to attain and maintain air superiority, interdict enemy supply lines, provide reconnaissance of enemy forces, and furnish close air support to ground forces. The aircraft can be used to counter a variety of threats and offer options of response ranging from the use of diversified conventional weapons through a variety of nuclear weapons.

The FY 1992 and FY 1993 programs include funds for the procurement of B-2, F-16 and F-15 (FY92 only). The programs also include funds for procurement of flight simulators for F-16 aircraft and depot support equipment for the B-1B.

PART II JUSTIFICATION OF FUNDS REQUESTED

The FY 1992 and FY 1993 fund requirements for procurement of combat aircraft, related support items, and advance procurement in support of the following year's program are: FY 1992 - \$4,784.8 million FY 1993 - \$3,596.2 million. Details are as follows:

B-1B (FY 1992 - \$62.5 million. FY 1993 - \$214.9 million):

The B-1B is a strategic multirole weapon system which maximizes range and payload capabilities and is able to perform the mission of a conventional bomber, cruise missile launch platform, and nuclear weapons delivery system in both tactical and strategic roles. It enhances the bomber leg of the strategic TRIAD while preserving the vitally needed flexibility of nonnuclear force projection in response to unforeseen contingencies worldwide. The B-1B will be capable of performing the

conventional bomber and cruise missile carrier mission well into the next century. This request is to complete baseline taskings for delivery of support equipment and data needed by all levels of maintenance technicians. FY 1993 funding also includes Interim Contractor Support (ICS) funding.

B-2 Advanced Technology Bomber (FY 1992 - 1 aircraft, \$2,798.2 million; FY 1993 - 4 aircraft, \$2,686.6 million):

The B-2 is a multirole strategic weapons system with exceptional range and payload capabilities to perform missions using conventional and nuclear weapons delivery systems against both fixed and relocatable targets. Deployment of the B-2 will address the national requirement to increase our targeting flexibility and to revitalize our strategic deterrent forces. The FY 1993 funding will procure the final four B-2 aircraft, which, with five refurbished test aircraft, will outfit a twenty B-2 aircraft force.

F-15E (FY 1992 - 3 aircraft, \$773.5 million; FY 1993 - \$11.5 million):

The F-15E is a twin engine, fixed swept aircraft that retains the basic air superiority capability of the F-15 A-D models. It has air-to-surface weapons capability, as well. The F-15E configuration includes a two man crew with missionized cockpits, Low Altitude Navigation, Targeting, and Infrared for Night (LANTIRN) capability, automatic terrain following/terrain avoidance (auto TF/TA), and other air-to-ground improvements. Nine additional F-15E aircraft were added with the FY 1992 appropriation, however, six are in the FY91 column as a result of recoupment of dollars (\$627.5) from the sale of F-15s to Saudi Arabia that occurred in FY 1991. Three are in the FY92 column as a result of Desert Storm Supplemental funds made available in FY 1992. The FY 1993 funding, \$11.5M, represents funding for Interim Contractor Support.

F-16C/D (FY 1992 - 48 aircraft, \$1,150.6 million; FY 1993 - 24 aircraft, \$683.2 million):

The F-16 Multimission Fighter is a single seat, fixed wing, high performance, single engine fighter aircraft. The design, optimized for the .8 Mach to 1.6 Mach speed range, incorporates advanced technology features to enhance its combat capability while minimizing its acquisition, operating, and support costs. The advanced technology features include a blended wing-body and a fly-by-wire flight control system. The design also includes a high visibility, high "g" cockpit. The F-16 armament consists of a 20mm cannon, AIM-9L heat seeking air-to-air missiles, and approximately 11,000 pounds of conventional and guided air-to-surface ordnance. The F-16 is replacing F-4s in the active inventory, as well as modernizing the reserve forces. The final twenty four F-16 C/D aircraft will be procured in FY 93.

| (In Thousands of Dollars) | |
|----------------------------------|-------------|
| Program FY 1993 Amended Estimate | \$3,019,898 |
| Program FY 1993 Change | -1,056,382 |
| Program FY 1993 Initial Estimate | 4,076,280 |
| Program FY 1992 Estimate | 2,077,669 |
| Program FY 1991 Actual | 339,529 |

ACTIVITY: Airlift/Tanker Aircraft

PART I PURPOSE AND SCOPE

This activity provides for the procurement of new aircraft and support items to continue improvement of the U.S. airlift/tanker forces. The FY 1992 and FY 1993 programs include funds for the procurement of C-17, C-130H aircraft, and LC-130H (FY92 only).

PART II JUSTIFICATION OF FUNDS REQUESTED

The FY 1992 and FY 1993 fund requirements for procurement of airlift aircraft, related support items, and advance procurement funding in support of the following year's program are: FY 1992 - \$2,077.7 million; FY 1993 - \$3,019.9 million. Details are as follow:

C-17 (FY 1992 - 4 aircraft. \$1.695.9 million; FY 1993 - 8 aircraft. \$2.719.5 million):

The C-17A is a multi-engine turbo fan wide body aircraft capable of airlifting a substantial payload over intercontinental ranges without refueling and is specifically designed to move outsize combat equipment/cargo into and within an austere airfield environment. The C-17 will be capable of performing the full spectrum of airlift missions effectively and efficiently in both the inter and intratheater environments. The aircraft is equipped with receiver inflight refueling capability to increase its range/payload capability. Configuration variations will permit the aircraft to air deliver a variety of outsize/oversize combat/support equipment. An important aircraft characteristic is the flexibility to perform either the airland or airdrop/extraction mission. The C-17A design employs some existing technology, i.e., FAA certified commercial engines and current civil/military avionics. The FY 1993 request will continue low rate initial production and permit a gradual increase to rate production.

C-130H (FY 1992 - 9 aircraft, \$289.8 million; FY 1993 - 8 aircraft, \$300.4 million):

The C-130H is a medium size tactical transport powered by four T-56-A-15 turboprop engines. It has a ferry range of approximately 4,200 NM, a service ceiling of 35,000 feet, a cruise speed of 290 knots and normal crew of five. Its cargo compartment can carry a payload of 44,000 pounds. The mission of the C-130H is the immediate and responsive air movement and delivery of combat troops and supplies directly into objective areas through airlanding, extraction, airdrop, or other delivery techniques. In order to modernize the tactical airlift fleet and support the tactical mission, the active Air Force began C-130H procurement with FY 1992 funding and will continue procurement in FY 1993.

LC-130H (FY 1992 - 2 aircraft, \$92.0 million):

The LC-130H is being procured for the New York Air National Guard, 109 Tactical Airlift Group. These ski equipped C-130Hs are capable of transporting supplies, equipment, and passengers to ice caps and on ocean ice. These aircraft will replace 2 of the 4 older LC-130Hs currently assigned to this unit. The 4 LC-130H ski equipped aircraft, operated by the 109 TAG, are the only LC-130s in DoD inventory. They currently support the U.S. Navy and the National Science Foundation in the re-supply of numerous camps in the Arctic and Antarctic regions.

| (In Thousands of Dollars) | |
|----------------------------------|-----------|
| Program FY 1993 Amended Estimate | \$170,845 |
| Program FY 1993 Change | -11,212 |
| Program FY 1993 Initial Estimate | 182,057 |
| Program FY 1992 Estimate | 170,149 |
| Program FY 1991 Actual | 155,805 |

ACTIVITY: Trainer Aircraft

Part I Purpose and Scope

This activity provides for the procurement of new aircraft, associated flight simulation devices, and support equipment required for flight training.

Part II Justification of Funds Requested

The FY 1992/93 funding requirements for procurement of trainer aircraft and related support items are: FY 1992 - \$170.1 million; FY 1993 - \$170.8 million. Details are as follows:

Enhanced Flight Screening Program (EFS) (FY 1992 - 38 Aircraft, \$14.0 million. FY 1993 - 42 Aircraft, \$12.3 million):

The Enhanced Flight Screening Program (EFS) is required to support Air Training Command (ATC) and USAF Academy (USAFE) screening of Specialized Undergraduate Pilot Training (SUPT) pilot candidates. The EFS will be a commercially available, non-developmental, missionized light aircraft replacement to the single-engine, high wing T-41A and T-41C based at Hondo, TX and USAFE. The aircraft will be an aerobatic type, certified by the Federal Aviation Administration. EFS will enhance the Air Force's ability to select qualified candidates for SUPT and reduce the attrition rate in SUPT through comprehensive screening.

Tanker, Transport, Trainer System (FY 1992 - 34 aircraft, \$156.1 million; FY 1993 - 36 aircraft, \$158.6 million):

The Tanker, Transport, Trainer System (TTTS) is required to implement Specialized Undergraduate Pilot Training (SUPT) in the Air Training Command. The TTTS is a Beech 400t aircraft missionized with an avionics suite representative in task management and function of current and projected operational aircraft. The TTTS is a commercial off-the-shelf jet aircraft which will accommodate an instructor and two students. Under SUPT students will fly 89 hours in the primary phase of pilot training, using the T-37 and then fly 119 hours in the advanced phase of pilot training in either the Tanker-Transport track using the TTTS or the Bomber-Fighter track using the T-38. This training concept will provide a higher quality graduate with more flying hours and skills specifically tailored to the needs of gaining commands. SUPT will provide significant operation and support savings over the current generalized training system and will reduce T-38 use by over one half, thereby extending its useful life into the next century.

| (In Thousands of Dollars) | |
|----------------------------------|-----------|
| Program FY 1993 Amended Estimate | \$393,342 |
| Program FY 1993 Change | -102,643 |
| Program FY 1993 Initial Estimate | 495,985 |
| Program FY 1992 Estimate | 157,862 |
| Program FY 1991 Actual | 38,795 |

ACTIVITY: Other Aircraft

PART I PURPOSE AND SCOPE

This activity provides for the procurement of MH-60G helicopter, E-8B (JSTARS), Civil Air Patrol and VC-137 Replacement aircraft in FY 1992 and FY 1993.

PART II JUSTIFICATION OF FUNDS REQUESTED

The FY 1992 and FY 1993 funding requirements for procurement of aircraft and related support equipment are: FY 1992 - \$157.9 million; FY 1993 - \$393.3 million. Details are as follows:

MH-60G (FY 1992 - 6 aircraft, \$23.5 million; FY 1993 - 10 aircraft, \$30.1 million):

The MH-60G is a substantially upgraded UH-60A designed to meet a variety of Air Force mission requirements. To upgrade combat mission capability, flexibility, and survivability, the MH-60G has extended range, precision low-level tactical navigation, and improved communication and weapon systems. The MH-60G is capable of a wide range of mission taskings in day and night Visual Meteorological Conditions (VMC) including marginal weather operations. Sixteen basic UH-60A airframes and engines will be procured by the Army in FY 1991 in support of the FY 1992 and FY 1993 MH-60G programs.

Civil Air Patrol Aircraft (FY 1992 - 27 aircraft, \$2.0 million; FY 1993 - 27 aircraft, \$2.0 million):

These funds will procure commercial new or used propeller driven aircraft for the Civil Air Patrol (CAP). CAP is a private, nonprofit corporation which functions as an official civilian auxiliary of the Air Force. CAP's best known Air Force mission is search and rescue.

JSTARS (FY 1992 - \$125.4 million; FY 1993 - 1 aircraft, \$361.2 million):

The Joint Surveillance Target Attack Radar System (Joint STARS) is an Air Force/Army program to field a common radar and attack system to support the Air Land Battle and the Follow-On Forces Attack (FOFA) strategy. The system has both airborne and ground elements to provide the "electronic high ground" from which to detect and track enemy ground forces from the friendly side of the Forward Line of Own Troops (FLOT). The ground element consists of Ground Station Modules which perform targeting and communications, command, control and intelligence functions. Using its multi-mode radar capability for wide-area Moving Target Indication (MTI) surveillance and Fixed Target Indication (FTI), Joint STARS supports the end-to-end engagement process from initial detection of moving ground vehicles to the precise attack with conventional weapons against a variety of targets. The FY 1992 advance procurement supports two shipsets of long lead components for the FY 1993 and the first FY 1994-funded aircraft. The FY 1993 funds begin low rate initial production.

VC-137 Replacement Aircraft (FY 1992 - \$7.0 million):

The existing VC-137B/C fleet of seven aging Boeing aircraft (three B707-100s and four B707-300s) average 26 years of age and are increasingly difficult to maintain and support. The VC-137 Replacement program will replace these aircraft with new, commercial derivative aircraft (FAA certified) capable of performing the long-range (Frankfurt, GE to Andrews) mission. Acquisition of seven aircraft for the long-range/low volume missions and long-range/high volume (40-60 passengers) missions will begin in FY 1994.

| | |
|---------------------------|-------------|
| (In Thousands of Dollars) | |
| FY 1993 Amended Estimate | \$1,732,656 |
| FY 1993 Change | -432,492 |
| FY 1993 Initial Estimate | 2,165,148 |
| FY 1992 Estimate | 1,810,120 |
| FY 1991 Actual | 1,477,055 |

ACTIVITY: Modification of In-Service Aircraft

PART I PURPOSE AND SCOPE

This budget activity provides for modification and modernization of in-service aircraft, training devices, and support equipment necessary for safety, extension of service life, and to incorporate operational improvements after an aircraft has entered service. The program is designed to maintain the Air Force aircraft inventory at the most modern configuration level at the minimum cost.

PART II JUSTIFICATION OF FUNDS REQUEST

Modifications are necessary to enable strategic offense, defense, tactical, and support forces to maintain superiority over hostile forces, to extend the active service life of aircraft, to keep abreast of changing mission requirements and to ensure maximum safety for the aircraft and crews. Modifications are closely examined and priorities established so that only those most essential are accomplished with the limited funds available.

The FY 1993 programs consist of follow-on requirements for previously initiated modifications as well as new start modifications to continue enhancement and increase readiness of an aging aircraft inventory. Significant efforts in FY 1993 include:

- (1) Modification to provide NAVSTAR Global Positioning System (GPS) capability will begin on the F-16, KC-10, C-12, and E3, and continue on the B-52, F-111, and C-130.
- (2) F-15 C/D Multi-Stage Improvement Program (MSIP).
- (3) Modification of the F100 Engine to the 220E configuration on F-16 and F-15 aircraft (a safety modification for the F-16).
- (4) Completion of the KC-135A and Q reengine modifications and initiation of reengining of the RC-135 force.

(5) B-1 Overwing Fairing Fire Protection and Prevention safety modifications.

(6) Update of the Radar Warning Receiver on the F-16.

Aircraft modification kits are procured on a phased basis, lead time away from installation which is scheduled concurrently with normal depot maintenance programs to the maximum extent possible. Complex modifications are installed at Air Force depots or contractor facilities. Where the installation tasks are less complex or require a relatively small number of man-hours, they are accomplished in the field by assigned personnel or by specialized teams dispatched from the depot or provided by contractors.

B-1B (FY 1993 - \$ 50.3 million) The FY 1993 program continues the Overwing Fairing Safety modifications and the 1122 Technique Improvement (Electronic Countermeasure), and initiates the vitally needed Simulator Updates.

B-52 (FY 1993 - \$76.7 million) The FY 1993 program includes continuation of modifications for the NAVSTAR GPS, Night Vision Goggle Compatibility, Weapon System Trainer, and Vinson and ARC-210 radio improvements. It initiates the conventional update to the B-52H including the Integrated Conventional Stores Management System, Harpoon integration, and HAVE NAP integration.

A-10 (FY 1993 - \$7.8 million) The FY 1993 program initiates the TF34 Engine Accessory Gearbox Life Improvement, an Airborne Data Recorder, and the NAVSTAR GPS.

F-15 (FY 1993 - \$303.9 million) The FY 1993 program continues the Multi-Stage Improvement Program to the F-15 C/Ds, including the ALQ-135 jammer and the ALR-56 Radar Warning Receiver, to provide continued combat effectiveness. It also installs Combat Edge, a pressure breathing device, and continues various safety, reliability and maintainability improvements.

F-16 (FY 1993 - \$274.5 million) The FY 1993 program continues the Advanced Radar Warning Receiver, ALE-47 Flare/Chaff Dispensing System, Standard Ring Laser Gyro, F100/220E Engine Upgrade, FALCON 110 engine upgrade, and several reliability, maintainability and safety modifications. The following programs are initiated in FY 1993: NAVSTAR GPS and the Structural Improvement program to pre-Block 40 aircraft.

F-111 (FY 1993 - \$54.2 million) The FY 1993 program continues NAVSTAR GPS, Digital Flight Control System, Ring Laser Gyro and various reliability and maintainability modifications. FY 1993 begins two reliability and maintainability modifications: Pivot Fitting Fairing and Cold Hole Rework.

EF-111 (FY 1993 - \$9.0 million) The FY 1993 program initiates a program to improve the EF-111 test set reliability.

T/AT-37 (FY 1993 - \$1.9 million) FY 1993 funds low cost safety, reliability, and maintainability modifications.

T-38 (FY 1993 - \$5.5 million) FY 1993 initiates the Flight Station 325 Bulkhead safety modification and continues the 66 Per Cent Spare Strap safety modification and the Cockpit Enclosure effort.

C-5 (FY 1993 - \$8.3 million) The FY 1993 request substantially completes the upgrade to the Malfunction Detection, Analysis and Recording System (MADARS) and funds various low cost reliability and maintainability improvements.

C-9 (FY 1993 - \$1.9 million) The FY 1993 program continues funding for various low cost reliability and maintainability modifications.

C-21 (FY 1993 - \$0.1 million) The FY 1993 program provides for FAA Service Bulletins.

C-22 (FY 1993 - \$4.7 million) The FY 1993 request begins NAVSTAR GPS installation.

CSTOL (C-27) (FY 1993 - \$0.1 million) FY 1993 program funds FAA Service Bulletins.

C-137 (FY 1993 - \$10.7 million) FY 1993 initiates improvements to the Weather Radar, Anti Skid system, Auxiliary Power Unit, and the power transfer system (between aircraft and ground power). It also funds miscellaneous low cost reliability and maintainability improvements and FAA Service Bulletins.

C-141 (FY 1993 - \$14.7 million) FY 1993 continues improvement to the Fuel Quantity Indicating system and installation of an Airlift Defensive System. In addition, various low cost safety, reliability and maintainability modifications are funded.

T-41 (FY 1993 - \$0.2 million) FY 1993 funds various low cost reliability and maintainability modifications.

T-43 (FY 1993 - \$0.3 million) FY 1993 funds various low cost reliability and maintainability modifications.

KC-10 (FY 1993 - \$38.6 million) FY 1993 begins the GPS modification effort and continues addition of Refueling Pods, various low cost reliability and maintainability modifications, and FAA Service Bulletins.

C-12 (FY 1993 - \$5.7 million) FY 1993 initiates the GPS modification and continues various low cost modifications.

C-18 (FY 1993 - \$0.2 million) FY 1993 programs provide for low cost safety, reliability and maintainability modifications and FAA Service Bulletins.

C-20 (FY 1993 - \$0.1 million) The FY 1993 programs provide for low cost safety, reliability and maintainability modifications and FAA Service Bulletins.

VC-25 (FY 1993 - \$0.2 million) The FY 1993 program provides for FAA Service Bulletins.

C-130 (FY 1993 - \$70.6 million) The FY 1993 program continues funding for the APQ-122 Radar, the Self-Contained Navigation System (SCNS), NAVSTAR GPS, the HF Auto Comm Processor, Microwave Landing System, Autopilot, Fuel Quantity System Upgrade, Airlift Defensive System, Simulator Computer Replacement, and funds various low cost reliability and maintainability modifications. It also begins installation of SATCOM on EC-130s.

C-135 (FY 1993 - \$526.7 million) Funding in FY 1993 is for completion of the reengineering of the KC-135 A and Q model tanker aircraft with CFM-56 engines. This program includes modification to over 25 subsystems, including the landing gear, necessary to extend the service life into the 21st Century. A KC-135E model tanker upgrade beginning in FY 1993 that will incorporate the service life and structural upgrades on the aircraft but will not incorporate new CFM-56 engines. FY 1993 initiates buys to re-engine the RC-135 aircraft as well. Also beginning in FY 1993 the department will modify aircraft with a variety of aircraft sensors to meet US obligations under the Open Skies Treaty. Finally, the FY 1993 request begins replacement of the C-135 Flight Data Recorder and continues the Ground Collision Avoidance System and various safety, reliability, and maintainability modifications.

E-3 (FY 1993 - \$76.3 million) The FY 1993 program concludes the HAVE QUICK A-net modification and initiates funding for GPS, Electronic Support Measure, Data Analysis Process Group, and a Joint Tactical Information Distribution System update.

E-4 (FY 1993 - \$18.0 million) FY 1993 funding initiates an update for the ARC 89 radio and continues the MILSTAR effort.

OTHER AIRCRAFT (FY 1993 - \$101.6 million) FY 1993 funding continues Aircrew Eye/Respiratory Protection (AERP), Have Quick II Faster Hopping and Increased Power, ALE-40 Deficiencies, Support Equipment Upgrades, MAU-12 improvements, and AN/ALR-69 improvements.

Classified Projects (FY 1993 - \$45.3 million) These funds are required for the modification of a variety of aircraft and airborne systems used in classified missions which, because of their sensitivity, require the application of special management and security safeguards.

F-117 (FY 1993 - \$24.7 million) These funds procure a variety of safety, reliability and maintainability upgrades.

The following table summarizes the funds requirements for Fiscal Years 1991, 1992, and 1993 by aircraft category:

MODIFICATION OF IN-SERVICE AIRCRAFT
(\$ IN MILLIONS)

| AIRCRAFT | FY-91 | FY-92 | FY-93 |
|----------|-------|-------|-------|
| B-1 | 148.8 | 97.4 | 50.3 |
| B-2 | | 1.7 | |
| B-52 | 36.4 | 31.1 | 76.7 |
| A-10 | 2.2 | .4 | 7.8 |
| F/RF-4 | 2.4 | | |
| F-15 | 80.8 | 295.9 | 303.9 |
| F-16 | 123.2 | 246.5 | 274.5 |
| F-111 | 64.8 | 74.1 | 54.2 |
| EF-111 | | | 9.0 |
| F-117 | | | 24.7 |
| C-5 | 63.7 | 68.5 | 8.3 |
| C-141 | 30.3 | 45.2 | 14.7 |
| A/T-37 | 30.1 | 14.5 | 1.9 |
| T-38 | 17.2 | 29.5 | 5.5 |
| C-130 | 42.4 | 76.2 | 70.6 |
| C-135 | 643.6 | 586.8 | 526.7 |

| AIRCRAFT | FY-91 | FY-92 | FY-93 |
|-------------|--------|--------|--------|
| C-137 | 2.3 | 3.2 | 10.7 |
| KC-10 | 7.0 | 3.6 | 38.6 |
| C-9 | 1.6 | 1.4 | 2.0 |
| C-12 | 1.2 | .2 | 5.7 |
| C-18 | .3 | .1 | .2 |
| C-20 | .2 | .1 | .1 |
| C-21 | .1 | .1 | .1 |
| C-22 | | | 4.7 |
| C-25 | .2 | .2 | .2 |
| C-27 | .1 | .6 | .1 |
| E-3 | 8.7 | 50.9 | 76.3 |
| E-4 | 3.8 | 6.4 | 18.0 |
| MH-60 | 7.9 | 0.6 | |
| T-41 | | .2 | .2 |
| T-43 | .7 | 9.4 | .3 |
| TR-1 | 18.0 | | |
| OTHER | 33.1 | 46.9 | 101.6 |
| CLASSI | 93.8 | 118.6 | 45.3 |
| CRAF | 2.1 | | |
| GRAND TOTAL | 1477.1 | 1810.1 | 1732.7 |

STATUS OF AIRCRAFT MODIFICATION PROGRAMS
 FY 1991 Modification of Aircraft
 Programs as of 30 November 1991
 (\$ in millions)

| Program | Total Program Appropriated | Total Reprogramming(1) | Total Value | Obligations | Expenditures |
|---|--|---------------------------|----------------|-------------|--------------|
| Budget Activity 5 | | | | | |
| P-1 No 24-68 | \$1360.5 | 116.5 | 1477.1 | 842.8 | |
| Note 1: Adjustments made for the following: | | | | | |
| 17.7 | Desert Storm Supplemental | | | | |
| 14.8 | Desert Storm Supplemental | | | | |
| 75.8 | B-1 Overwing Safety, FY 1991 Omnibus Reprogramming | | | | |
| 1.5 | A-10 Safety, FY 1991 Omnibus Reprogramming | | | | |
| 10.0 | Classified, FY 1991 Omnibus Reprogramming | | | | |
| -9.0 | To BP 16, Aircraft Spares and Repair Parts | | | | |
| 5.6 | From BP 16, Aircraft Spares and Repair Parts | | | | |

(\$ IN THOUSANDS)

| | | |
|-------------------------|---|-----------|
| FY1993 Amended Estimate | - | \$724.426 |
| FY1993 Change | - | -190.409 |
| FY1993 Initial Estimate | - | \$914.835 |
| FY1992 Estimate | - | \$603.353 |
| FY1991 Actual | - | \$510.680 |

ACTIVITY: Aircraft Spares and Repair Parts

PURPOSE AND SCOPE: This activity provides funds to buy spare engines and other investment items used to repair aircraft and aircraft support equipment. Investment items are defined as repairable assemblies that are centrally procured and managed. The two categories reflected are initial and replenishment spares. Initial spares fund whole spare engines and engine modules to support initial operations of new aircraft. It also funds spare parts introduced to the inventory as a result of new aircraft acquisitions, modifications, new support equipment, and other production charges (e.g., electronic countermeasure pods and classified systems). Additionally, initial spares fund inventory level increases referred to as "new acceptance spares" for additional end items. The second category, replenishment spares, provides follow-on spares support for all aircraft and aircraft support equipment.

This activity continues to provide funds for the procurement of initial spares, but for replenishment spares, funding is only requested for items that are exempt from the Air Force Stock Fund procurement procedures (e.g. munition coded/managed spares and spares for classified and Contractor Logistics Support programs). In FY91, the Air Force instituted a new concept of management for the balance of replenishment spares which transfers funding responsibility from this central procurement account to the Air Force Stock Fund.

JUSTIFICATION OF FUNDS REQUESTED: The initial spares segment of the account has four parts. Initial Weapon System Spares fund engine spares and modules, aircraft spares, and peculiar ground support equipment spares required to support initial operations of new aircraft and inventory increases for additional end items. Modification Spares fund spare parts needed during initial operation of modified airborne systems. Common Ground Support Equipment (GSE) Spares and Other Production Spares also support initial operations inventory increases. All initial spares represent supportability for initial operations after aircraft acquisition or modification. Any funding shortfalls will equate to lower initial levels of peacetime operating stock and will constrain weapon system availability, readiness, and sortie production.

A total of \$233.3 million is requested in FY93 for replenishment aircraft spares in support of classified, Contractor Logistics Support programs and munitions coded/managed spares.

The following table shows funding by major category:

AIRCRAFT SPARES AND REPAIR PARTS
(\$ in Millions)

| | <u>FY91</u> | <u>FY92</u> | <u>FY93</u> |
|-------------------------|-------------|-------------|-------------|
| Initial Aircraft Spares | 450.905 | 447.434 | 491.104 |
| Replen Aircraft Spares | 59.775 | 155.919 | 233.322 |
| Total | 510.680 | 603.353 | 724.426 |

Initial Aircraft Spares by segment:

INITIAL AIRCRAFT SPARES
(\$ in Millions)

| | <u>FY91</u> | <u>FY92</u> | <u>FY93</u> |
|-----------------------------|---------------|---------------|---------------|
| Initial Weapon System Sp | 200.418 | 272.624 | 296.590 |
| Initial Modification Sp | 185.083 | 115.326 | 151.914 |
| Initial Common GSE Sp | 17.453 | 21.708 | 16.378 |
| Initial Other Production Sp | <u>47.951</u> | <u>37.776</u> | <u>26.222</u> |
| Total Initial Spares | 450.905 | 447.434 | 491.104 |

The largest segment of the Initial Spares request, is for Initial Weapon Systems Spares. The \$491.1 million requested in FY93 will support aircraft listed below:

Initial Weapon Systems Spares Requirements
(\$ in Millions)

| Aircraft | FY91 Proc | FY91 Funding | FY92 Proc Request | FY93 Proc Request | FY93 Request |
|------------------------------------|----------------------|-------------------------|------------------------------|------------------------------|-------------------------|
| AC-130U | - | 23.0 | - | - | - |
| MC-130H | - | 24.0 | - | - | - |
| MH-60G | 4 | 6.6 | 6 | 7.3 | 10 6.8 |
| F-15E | 36 | 51.0 | 3 | 29.6 | - 26.1 |
| F-16 | 108 | 66.5 | 48 | 92.9 | 24 33.8 |
| C-130 | - | - | 9 | 12.6 | 8 13.2 |
| B-2 | 2 | - | 1 | - | 7 - |
| C-17A | - | 10.2 | 4 | 115.7 | 8 179.1 |
| C-9/C27A | 5 | 11.1 | - | - | - |
| TTTS | 28 | 8.0 | 34 | 1.6 | 36 9.5 |
| E-8 (JSTARS) | - | - | - | 11.9 | 1 26.6 |
| Enhanced Flight Screeners | - | - | 38 | 0.9 | 42 1.4 |
| Total Weapon System Spares: | | 200.4 | | 272.6 | 296.6 |

Note: Numbers may not add due to rounding.

The second largest segment of initial spares requirements support the aircraft modification program. The initial modification spares request of \$151.9 million in FY93 is needed to support initial operations for over 150 modifications on various aircraft totaling \$1732.7 million. The initial mod spares request includes requirements to support Special Project mods totaling \$45.3 million.

The third segment is Initial Ground Support Equipment (GSE) Spares replacement and newly introduced ground support equipment. The request is for \$16.4 million.

The last segment is initial spares to support other production systems. The request is for \$26.2 million. This request includes providing early-on spares support for the Tactical Cryptologic Activities spares, \$14.9 million; \$2.4 million to support NAVSTAR Global Positioning System; and \$2.3 million for the F-111 Radar Warning Receiver (AN/ALR-62). The remainder of the request supports various electronic warfare projects.

Spares and Repair Parts for Air National Guard and Air Force Reserves:

Within the Initial Spares request are dollars to support the Air National Guard (ANG) and Air Force Reserves (AFR). However, our item specific spares requirements are based upon worldwide need and not broken out by command or component. We buy spares to support a total Air Force requirement and provide assets to users based on their designated distribution priority. Whenever additional aircraft are added without commensurate spares funding, support for all like systems currently in the inventory will be degraded. The bottom line is that we compute requirements and buy items to provide balanced support to all Air Force units regardless of the user.

To calculate the Air National Guard/Air Force Reserve dollars that are displayed on the President's Budget P-1R Exhibit we estimate using historical factors for initial modifications spares and cost per flying hour for replenishment spares.

| | <u>FY91</u> | <u>FY92</u> | <u>FY93</u> |
|----------------------|-------------|-------------|-------------|
| Initial Spares | 4.4 | 7.6 | 4.2 |
| Replenishment Spares | 0 | 0 | 0 |
| Total | 4.4 | 7.6 | 4.4 |

NOTE: Replenishment spares are procured through the Air Force Stock Fund beginning in FY91.

Replenishment Aircraft Spares: Beginning in FY91, the Air Force implemented a new concept of management for Depot Level Repairable (DLR) replenishment spares. This concept transfers obligation authority from this central procurement account to the Air Force Stock Fund (AFSF). The only replenishment spares funds remaining in the aircraft procurement account support spares items which cannot be managed by the Standard Base Supply System (SBSS) and thus are exempt from the stock fund concept. These exceptions fall in three categories. The first group is munitions coded/managed items such as cartridge actuated or propellant actuated devices (CAD/PAD) items for aircraft ejection systems. The second and third categories are non-stocklisted items which support both classified and Contractor Logistics Support (CLS) systems. The replenishment spares funding levels are presented in more detail in the following table:

REPLENISHMENT AIRCRAFT SPARES
(\$ in Millions)

| | <u>FY91</u> | <u>FY92</u> | <u>FY93</u> |
|-------|-------------|-------------|-------------|
| POS | 59.8 | 155.9 | 233.3 |
| OWRM | 0 | 0 | 0 |
| TOTAL | 59.8 | 155.9 | 233.3 |

Peacetime Operating Stock (POS): The FY93 request supports the Air Force's requirement for spares for programs which are exempt for the Air Force Stock Fund. The requirement is based on an item-specific, failure/demand driven computation that supports the flying-hour-program leadtime away, using an average two to three year leadtime. Even as the Air Force increases its inventory for new weapon systems/force structure, continued investment is required for new items in support of modifications or changing item requirements for existing inventory.

Other War Reserve Materiel (OWRM): OWRM is the prestocked segment of war reserve materiel stored at the Air Force Logistics Command (AFLC) depots. These spares are required to sustain forces at wartime levels after day 30 of the war and until the industrial base can be expanded to satisfy wartime requirements. The Defense Guidance constrains the requirement objective based on mid-term and long range resource plans.

| | |
|----------------------------------|-------------|
| (In Thousands of Dollars) | |
| Program FY 1993 Amended Estimate | \$1,291,351 |
| Program FY 1993 Change | 206,821 |
| Program FY 1993 Initial Estimate | 1,084,530 |
| Program FY 1992 Estimate | 1,110,480 |
| Program FY 1991 Actual | 926,596 |

ACTIVITY: Aircraft Support Equipment and Facilities

PART I PURPOSE AND SCOPE

This activity provides for common support equipment required to service and test aircraft and their components; for refurbishment and rehabilitation of Government owned industrial machinery, equipment and facilities required in the manufacture of items funded by this appropriation; for those war consumable items required to be on hand for immediate use in the event of war and to replace those consumed in peacetime training; and for other production charges such as electronic countermeasure equipment. The activity also provides for procurement of flight simulation equipment for aircraft that are no longer in production and for programs not associated with one specific weapon system.

PART II JUSTIFICATION OF FUNDS REQUESTED

The estimate for this activity is comprised of the following items:

| <u>LINE ITEM (\$ in Millions)</u> | <u>FY 1991</u> | <u>FY 1992</u> | <u>FY 1993</u> |
|-----------------------------------|----------------|----------------|----------------|
| Common Ground Equipment | \$325.3 | \$330.3 | \$442.4 |
| Industrial Responsiveness | 45.3 | 15.3 | 35.5 |
| War Consumables | 56.5 | 25.4 | 27.9 |
| Other Production Charges | 460.8 | 547.7 | 684.8 |
| Common ECM Equipment | 38.8 | 191.8 | 100.8 |
| ACTIVITY TOTALS | \$926.6 | \$1,110.5 | \$1,291.4 |

COMMON GROUND SUPPORT EQUIPMENT (FY 1992 - \$330.3 million, FY 1993 - \$442.4 million);

The Common Support Equipment Program procures all initial and replacement organizational and intermediate (O&I) level support equipment common to more than one type aircraft. Initial requirements support unit activations and mission changes. Replacement requirements ensure old, obsolete, unserviceable equipment in the field is replaced with serviceable, supportable equipment during the life of each weapon system. The items being replaced range in age from ten to thirty years old and have frequent failures, can no longer be economically repaired and no longer have available spare parts. This program also funds peculiar support equipment and flight simulators and other training devices for out-of-production aircraft. Depot common support equipment is also funded by the Common Support Equipment Program to establish initial depot capability for new aircraft. Examples of the O&I level equipment procured are ground power generators, avionics test sets and automatic test equipment, memory loader/verifiers, ammunition loading systems, fuel servicing carts and units, maintenance stands and platforms and self-generating nitrogen systems.

INDUSTRIAL RESPONSIVENESS (FY 1992 - \$15.3 million, FY 1993 - \$35.5 million):

The Air Force Industrial Base Program (IBP) combines the resources of several appropriations to create a comprehensive IBP. The goal is to ensure that the defense industry is capable of supplying reliable, cost-effective, systems and components to operational commanders in peacetime and national emergencies. The program acknowledges the industrial base as a vital element in war deterrence and sustainability. Major elements in the overall program include management of twelve government-owned industrial plants, support for the Industrial Modernization Incentives Programs (IMIP), production surge and industrial preparedness planning, and the Defense Production Act Title III Program. These activities characterize the critical sectors and industries within the industrial base, make recommendations to resolve deficiencies and bottlenecks, and, where appropriate, execute plans of action designed to enhance the industrial base. Funds in this appropriation are to support the aircraft procurement segment of the Air Force IBP.

| PROGRAM COST BREAKDOWN | | | | | | | | | | DATE 24 JAN 92 |
|---|---------------|---------|------------|---------|------------|-----|------------|-----|------------|-------------------|
| APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT, BPAC 1400 | | | | | | | | | | |
| P-1 ITEM NOMENCLATURE INDUSTRIAL RESPONSIVENESS (Total cost in millions of dollars) | | | | | | | | | | |
| ELEMENT OF COST | IDENT CODE | FY 1990 | FY 1991 | FY 1992 | FY 1993 | | | | | |
| | | QTY | TOTAL COST | QTY | TOTAL COST | QTY | TOTAL COST | QTY | TOTAL COST | TOTAL COST |
| A. Expansions | 1000 | | 0 | 0 | 0 | | | | | 0 |
| B. Packing, Crating & Handling | 2000 | | 0 | 0 | 0 | | | | | 0 |
| C. Capital Type Rehabilitation | 3000 | | 10.981 | 0 | 0 | | | | | 4.184 |
| D. Replacement & Modernization | 4000 | | 0 | 0 | 0 | | | | | 0 |
| E. Planning | 6000 | | 3.680 | 0 | 0 | | | | | 3.976 |
| F. Environmental Protection | 7000 | | 14.581 | 15.252 | 11.874 | | | | | |
| G. Industrial Modernization (IMIP) | 8000 | | 16.020 | 0 | 15.443 | | | | | |
| H. Energy Conservation | 9000 | | 0 | 0 | 0 | | | | | 0 |
| TOTALS | | | 45.262 | 15.252 | 35.477 | | | | | |

EXHIBIT P-22

| | | | | | | | |
|---|--|-----------------|--|--------------------------|--|------------------------|--|
| 1 COMPONENT | | FY 1993 | | FACILITY PROJECT DATA | | 2 DATE | |
| DOD | | --- | | 24 Jan 92 | | | |
| 3 INSTALLATION AND LOCATION | | | | 4 PROJECT TITLE | | | |
| Air Force Plant 6, Marietta GA | | | | Coolant Recycling System | | | |
| 5 PROGRAM ELEMENT | | 6 CATEGORY CODE | | 7 PROJECT NUMBER | | 8 PROJECT COST (\$000) | |
| | | 831-155 | | | | \$3,000 | |
| 9 COST ESTIMATES | | | | | | | |
| ITEM | | U/M | | QUANTITY | | UNIT COST | |
| Coolant Recycling System | | | | 1 | | 3,000 | |
| | | | | | | 3,000 | |
| | | | | | | 3,000 | |
| 10 DESCRIPTION OF PROPOSED CONSTRUCTION | | | | | | | |
| <p>This is a waste minimization project with a payback of less than 5 years, meeting the requirements of an Environmental Category II project. Approximately 330,000 gallons of soluble oil/water emulsion coolants are used per year for lubrication and cooling of aluminum parts during metal working. Spent coolant is discharged to the Industrial Waste Treatment Plant. This project will reduce costs for wastewater treatment and disposal of resulting sludge. The project can be phased by location of the machining operations.</p> | | | | | | | |

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WAR CONSUMABLES (FY 1992 - \$25.4 million. FY 1993 - \$27.9 million):

This program provides for procuring war consumable equipment, which will provide additional wartime support needed, in the event of hostilities, to sustain operations until such time as production could be expanded to provide the required level of support. Included in this program are auxiliary fuel tanks, missile launchers, pylons, ejector racks, and adaptors.

The 128/129 launchers are missile rail launchers intended to replace AIM-9 launchers on F-15 and F-16 aircraft. The LAU-128/129 launchers provide all carriage and launch requirements for both AIM-9 (Sidewinder) and AIM-120 (Advanced Medium Range Air-to-Air Missile (AMRAAM)) missiles. The launchers are required to retrofit aircraft that were delivered with only AIM-9 launchers and which are now scheduled to be upgraded to AIM-9 launchers, but also, WRM requirements computed by the Nonnuclear Consumables Annual Analysis (NCAA).

The F-15 600 gallon fuel tank is the standard external fuel tank for all F-15 series aircraft and can be carried on any and all of the three external fuel tank positions.

The F-15 Centerline/Inboard Pylons connect weapons stores or the 600 gallon fuel tank to the fuselage of the F-15 aircraft. They provide the capability to jettison the stores or the external tank in order to enhance wartime survivability.

The F-15 external tank and Centerline and Inboard Pylons procurements are directed at solving the critical shortfalls in war reserve quantities for these items, especially for F-15E Centerline and Inboard Pylons. These shortages were recently underscored by our experience in supporting Operation Desert Storm.

Other Production Charges

This program provides for items, such as Classified Projects, ECM Support, Range Improvement, and GBU-15 IDL that are not directly related to other procurement lines in this appropriation and cannot be reasonable allocated and charged thereto. It also includes items, such as LANTIRN, and NAVSTAR GPS that are used by more than one weapon system and managed as end items themselves. The following table provides a comparison, by fiscal year, of the items in this program:

(In Millions of Dollars)*

| | <u>FY 1991</u> | <u>FY 1992</u> | <u>FY 1993</u> |
|-----------------------------------|----------------|----------------|----------------|
| Classified Projects | | | |
| ECM Support | \$246.8 | \$443.6 | \$504.5 |
| Range Improvement (ACMI) | 10.7 | 9.7 | 9.9 |
| LANTIRN | 7.8 | 7.8 | 6.6 |
| NAVSTAR Global Positioning System | 186.3 | 3.0 | 4.1 |
| GBU-15 IDL | 2.4 | 33.9 | 85.2 |
| Training (Offensive) | | 3.9 | 26.7 |
| HAVE NAP | | | 4.7 |
| B-52 | 6.7 | | .9 |
| AWACS Improvements | | 4.4 | .8 |
| AWACS NATO | | 1.1 | |
| Flight Screening | | 40.1 | 40.4 |
| Total Other Production Charges | \$460.8* | \$547.7* | \$683.9 |

*Dollars don't add due to rounding (OFF .1)

Classified Projects:

Includes the Air Force Tactical Improvement Program, General Defense Intelligence Projects, F-117 Stealth Fighter, and other programs classified Special Access.

ECM Support:

The program procures electronic warfare and airborne photography/reconnaissance equipment to provide countermeasure capabilities against changing enemy electronic defenses or for other unpredictable and urgent operational requirements. Supports the acquisition and update of equipment/tools used in system engineering, organic software, support and tools used in test and evaluation of EC system modifications.

Range Improvement:

This is a joint Air Force/Navy program to procure pods which provide accurate kill/no kill data for assessment of tactics and aircrew training at the Air Combat Maneuvering Range. The pod is mounted on a standard launch rail and transmits airspeed, altitude, angle of attack, and weapons information to ground stations.

Low Altitude Navigation and Targeting Infrared System for Night (LANTIRN):

The LANTIRN navigation and targeting pods being procured within this project provide an air-to-ground electro-optical fire control system emphasizing Forward Looking Infrared (FLIR), terrain following radar, and aircraft integration with Head-up Display (HUD) for flying low while critical battlefield targets are acquired, recognized, and weapons are launched.

NAVSTAR Global Positioning System:

NAVSTAR GPS is a space-based radionavigation system which will provide users their position (accurate to 16 meters), velocity (.1 meter per sec) and time (.1 microsecond) on a 24 hour per day, all weather, worldwide basis. The GPS satellite segment is in production. Operational satellite launches began in Feb 1989 and are continuing, leading to full operational capability by mid-1993. The DoD policy is for GPS to replace all

existing radionavigation systems on military aircraft. Funds support NAVSTAR GPS user avionics for all USAF in-production aircraft plus the Air Force share of GPS production start-up costs.

GEU-15 Improved Data Link:

The GBU-15 is a data link controlled precision guided glide bomb. Funds provide improvements to the anti-jam capabilities of the data link.

Training (Offensive):

This project supports the pilot proficiency training program using the t-38 companion training.

FOLLOW-ON TACTICAL RECONNAISSANCE SYSTEM (FOTRS):

FOTRS is an umbrella concept consisting of an airborne portion called the Advanced Tactical Air Reconnaissance System (ATARS) and a ground portion called the Joint Services Imagery Processing System (JSIPS). The program's objective is the upgrade of USAF, USN, USMC tactical penetrating reconnaissance system. Funds procure tactical reconnaissance pods for installation on F-16s.

HAVE NAP:

The HAVE NAP project gives the B-52 the capability to carry conventional strategic standoff guided missiles against point targets. Each aircraft can carry up to three missiles and the data link pod.

B-52:

This project supports the B-52 combat crew training.

AWACS Improvements:

Provides crypto interfaces for the AWACS JTIDS Class II terminals.

NATO AWACS:

Supports the multinational purchase of 18 AWACS aircraft, modification of selected NATO air defense sites, and normal government services such as quality assurance and contract administration services.

Flight Screening:

Supports the pre-UPT flight screening for both Reserve Officer Training Corps (ROTC) and Officer Training School (OTS) programs, the USAF Academy T-41C pilot indoctrination and the TC-7A and UV-18 airmanship programs.

Common ECM Equipment

Includes the procurement and support of new pods, such as the ALQ-131 Block II and ALQ-184 to counter the latest Soviet threats. The pods are used on several tactical strike/reconnaissance aircraft. Funds also purchase the ALR-62I self protection suite for the F-111 fleet and modifications to the ALQ-99 Tactical Jamming System (TJS) for the EF-111 aircraft.

| | (In Millions of Dollars) | | |
|----------------------|--------------------------|----------------|----------------|
| | <u>FY 1991</u> | <u>FY 1992</u> | <u>FY 1993</u> |
| Common ECM Equipment | 38.8 | 191.8 | 101.7 |
| ECM Pods | (25.9) | (183.1) | (100.5) |
| ALR-62I | (5.6) | - | - |
| ALQ-99 TJS | (7.3) | (8.7) | (1.2) |

**COMPARISON OF FY 1991 PROGRAM REQUIREMENTS AS REFLECTED
IN FY 1992/93 BUDGET WITH FY 1991 PROGRAM REQUIREMENTS
AS SHOWN IN FY 1993 APB**

SUMMARY OF REQUIREMENTS (In Thousands)

| | Total Program Requirements Per FY92/93 PB | Total Program Requirements Per FY 93 APB | Increase + or Decrease - |
|---------------------------------------|---|--|--------------------------------|
| Combat Aircraft | \$5,961,706 | \$5,974,973 | \$13,267 |
| Airlift Aircraft | 539,529 | 339,529 | -200,000 |
| Trainer Aircraft | 155,805 | 155,805 | 0 |
| Other Aircraft | 38,796 | 38,795 | -1 |
| Modification of In-Service Aircraft | 1,315,056 | 1,477,055 | 161,999 |
| Aircraft Spares and Repair Parts | 572,257 | 510,680 | -61,577 |
| ACFT Support Equipment and Facilities | 877,288 | 926,596 | 49,308 |
| Reimbursable Program | 977,836 | 977,836 | 0 |
| Total Fiscal Year Program | \$10,438,273 | \$10,401,269 | -\$37,004 |

EXPLANATION BY BUDGET ACTIVITY

1. Combat Aircraft - (+\$13.3 million). The increase is the result of restoring F-15E funds denied as a source in the Omnibus reprogramming.

2. Airlift Aircraft - (-\$200.0 million). The decrease is the result of the FY92 Omnibus reprogramming from the C-17 procurement program to the C-17 development program.
3. Trainer Aircraft - No change.
4. Other Aircraft - (-\$.1 million). Civil Air Patrol aircraft reduced \$.1 for CAAS.
5. Modification of In-Service Aircraft - (+\$162.0 million). The increase is the net result of the approved Omnibus reprogramming for B-1B (+\$75.8), A-10 (+\$1.5), Classified projects (+\$10.0); denied Omnibus reprogramming sources (+\$69.0) and numerous minor changes netting (+\$5.7).
6. Aircraft Spares and Repair Parts - (+\$61.6 million). The increase is the net result of an increase (+\$56.5) for Desert Storm spare part requirements and reductions to C-17 (-\$91.3), SOF aircraft (-\$18.2), and the KC-135 (-\$8.6).
7. Aircraft Support Equipment and Facilities - (+\$49.3 million). The increase is the result of Desert Storm reprogrammings to War Consumables (+\$15.2) and Other Production Charges (+\$24.1) and OPC below threshold reprogrammings (+\$10.0).
8. Reimbursable Program - No change.

**COMPARISON OF FY 1991 FINANCING AS REFLECTED
IN FY 1992 BUDGET WITH FY 1991 FINANCING
AS SHOWN IN FY 1992/93 BUDGET**

| | Financing Per FY 1992 Amended Budget | Financing Per FY 1993 Amended Budget | Increase + or Decrease - |
|--|--|--|--------------------------------|
| Program Requirements | \$10,438,273 | \$10,416,703 | -\$21,570 |
| Program requirements (Service Account) | (9,460,437) | (9,423,433) | (-37,004) |
| Program requirements (Reimbursable) | (977,836) | (993,270) | +15,434 |
| Less: | | | |
| Anticipated Reimbursements | 977,836 | 993,270 | +15,434 |
| Reprogramming from/to Prior Year Budget Plans | 75,800 | 0 | -75,800 |
| Add: | | | |
| Transferred to Other Accounts | 101,552 | 115,056 | +13,504 |
| Reduction Pursuant to P.L. 101-51 | 2,966 | 0 | -2,966 |
| Rescission | 52,300 | 0 | -52,300 |
| Appropriation | 9, 541,455 | 9,538,489 | -2,966 |

EXPLANATION OF CHANGES IN FINANCING

The net effect of changes in financing for the Fiscal Year 1991 program was \$-2,966 since submission of the FY 1992 PB. Adjustments by category of financing are explained below.

1. Anticipated Reimbursements. The increase of \$15,434 is due to receipt of more customer orders than anticipated..
2. Reprogrammings From/To Prior Yr Plans - Decreased \$75,800 from FY92 PB.
3. Transferred to Other Accounts. The increase of \$13,504 is numerous reprogrammings from Aircraft Procurement.
4. Reduction Pursuant to P.L. 101-51 - Decreased \$2,966 - no further reductions.
5. Appropriation Rescission. No rescissions from previous submission.

**COMPARISON OF FY 1992 PROGRAM REQUIREMENTS AS REFLECTED
IN FY 1992/93 BUDGET WITH FY 1992 PROGRAM REQUIREMENTS
AS SHOWN IN FY 1993 APB**

SUMMARY OF REQUIREMENTS (In Thousands)

| | Total Program Requirements Per FY92/93 PB | Total Program Requirements Per FY93 APB | Increase + or Decrease - |
|---------------------------------------|--|--|---|
| Combat Aircraft | \$4,340,135 | \$4,784,817 | \$444,682 |
| Airlift Aircraft | 2,363,527 | 2,077,669 | -285,858 |
| Trainer Aircraft | 175,898 | 170,149 | -5,749 |
| Other Aircraft | 95,221 | 157,862 | 62,641 |
| Modification of In-Service Aircraft | 1,812,141 | 1,810,120 | -2,021 |
| Aircraft Spares and Repair Parts | 984,465 | 603,353 | -381,112 |
| ACFT Support Equipment and Facilities | 1,144,113 | 1,110,480 | -33,633 |
| Reimbursable Program | 318,100 | 318,100 | 0 |
| Total Fiscal Year Program | \$11,233,600 | \$11,032,550 | -\$201,050 |

EXPLANATION BY BUDGET ACTIVITY

1. Combat Aircraft - (+\$444.7 million). The increase is the net result of Congressional adjustments which include both specific and the allocation of undistributed reductions to the B-1B (-\$45.3), B-2 (-\$113.1), F-15 (\$603.8), and F-16 (-\$.7).

2. Airlift Aircraft - (-\$485.9 million). The decrease is the net result of Congressional adjustments to the C-17 (-\$501.7), C-130H (-\$76.1), and LC-130 (\$91.9).
3. Trainer Aircraft - (-\$5.7 million). The decrease is the net result of Congressional adjustments to the EFS (-\$5.5) and TTTS (\$11.2).
4. Other Aircraft - (\$62.6 million). The increase is a Congressional adjustment to JSTARS.
5. Modification of In-Service Aircraft - (-\$2.0 million). The decrease is the net result of Congressional adjustments to the B-1B (-\$98.3), B-52 (-\$25.8), C-17 (-\$1.6), C-135 (\$121.7), Classified programs (\$12.0), F-16 (\$3.0), F-15 (\$2.5), TR-1 (-\$55.1); Desert Storm Supplemental (\$40.7) and CAAS (-\$1.1).
6. Aircraft Spares and Repair Parts - (-\$381.1 million). The decrease is the net result of Congressional adjustments to the B-2 (-\$289.1), C-17 (-\$60.0), SRAM II integration (-\$5.7), Classified programs (-\$48.4), F-15 (22.7), and CAAS (-\$.6).
7. Aircraft Support Equipment and Facilities - (-\$33.6 million). Common Ground Equipment was reduced (-\$139.1) to include ground powered generators, noise suppressors, and special operations mobile electronic test sets. In Other Production Charges Classified program was increased (\$102.0). Industrial Responsiveness increased (\$3.5) for environmental compliance projects at Government owned Air Force plants.
8. Reimbursable Program - No change.

**COMPARISON OF FY 1992 FINANCING AS REFLECTED
IN FY 1991 BUDGET WITH FY 1992 FINANCING
AS SHOWN IN FY 1992/93 BUDGET**

| | Financing Per FY 1992 Amended Budget | Financing Per FY 1993 Amended Budget | Increase + or Decrease - |
|---|--|--|--------------------------------|
| Program Requirements | \$11,233,600 | \$11,032,550 | -201,050 |
| Program requirements (Service Account) | (10,915,500) | (10,714,450) | (-201,050) |
| Program requirements (Reimbursable) | (318,100) | (318,100) | (0) |
| Less: | | | |
| Anticipated Reimbursements | 318,100 | 318,100 | 0 |
| Transferred from other accounts | 0 | 309,500 | +309,500 |
| Add: | | | |
| Reduction Pursuant to P.L. 101-172 | 0 | 7,400 | +7400 |
| Appropriation | 10,915,500 | 10,412,350 | -503,150 |

EXPLANATION OF CHANGES IN FINANCING

The Fiscal Year 1992 program has decreased \$503,150 since submission of the FY 1992 PB. Adjustments by category of financing are explained below:

1. Reimbursements. No change.
2. Transferred to Other Accounts. The increase of \$309,500 is due to the transfer of funds from the Defense Cooperative Account for Desert Storm requirements.
3. Reduction Pursuant to P.L. 102-172. The increase of \$7,400 is due to the use of discount air fares and decreased use of consulting services.

**COMPARISON OF FY 1991 ACTUAL PROGRAM REQUIREMENTS AS REFLECTED
IN FY 1993 APB WITH FY 1992 CURRENT REQUIREMENTS
AS SHOWN IN FY 1993 APB**

SUMMARY OF REQUIREMENTS (In Thousands)

| | FY91 Actual Per FY93 APB | FY92 Current Estimate Per FY93 APB | Increase + or Decrease - |
|---------------------------------------|--------------------------------|--|--------------------------------|
| Combat Aircraft | \$5,974,973 | \$4,784,817 | -\$1,190,156 |
| Airlift Aircraft | 339,529 | 2,077,669 | 1,738,140 |
| Trainer Aircraft | 155,805 | 170,149 | 14,344 |
| Other Aircraft | 38,795 | 157,862 | 119,067 |
| Modification of In-Service Aircraft | 1,477,055 | 1,810,120 | 333,065 |
| Aircraft Spares and Repair Parts | 510,680 | 603,353 | 92,673 |
| ACFT Support Equipment and Facilities | 926,596 | 1,110,480 | 183,884 |
| Reimbursable Program | 993,270 | 318,100 | -675,170 |
| Total Fiscal Year Program | \$10,416,703 | \$11,032,550 | \$615,847 |

EXPLANATION BY BUDGET ACTIVITY

1. Combat Aircraft - (-\$1,190 million). B-1B increases (+\$41) for additional deferred support equipment; B-2 increases (+\$450) to maintain production continuity of components funded with FY90/91 advance procurement and support on FY92 authorized aircraft; F-15 decreases (-\$770) in FY92 with the last buy of aircraft and F-16 decrease (-\$911) with a quantity decrease of 48 to 24 aircraft (FY93 last year of procurement).
2. Airlift Aircraft - (\$1,738 million). Change due to C-17 increasing (+\$1436) with 4 aircraft in FY92; C-27A decreasing (-\$80) with program's completion in FY91 with buy of 5 aircraft; C-130H starting (\$290) buy for active Air Force; and Congressional add of (\$92) for 2 LC-130H for ANG.

3. Trainer Aircraft - (\$14 million). Change due to program start of Enhanced Flight Screener (\$14) for buy of 38 aircraft. Procurement of T-1A aircraft continues in FY92 with buy of 34 aircraft (\$.2).

4. Other Aircraft - (\$119 million). FY92 marks start of JSTARS advance procurement funding for one aircraft in FY93 and FY94 (\$125) and start of VC-137 program (\$7). FY92 funds production installation of 6 MH-60G aircraft - a decrease of (-\$13). Conversion airframes procured by Army in FY91.

5. Modification of In-Service Aircraft - (\$333 million):

MAIN CHANGES:

WEAPON SYSTEM

| | <u>FY91</u> | <u>FY92</u> | <u>FY93</u> |
|---------------|-------------|-------------|-------------|
| B-1B | \$149 | \$ 97 | \$ 50 |
| B-52 | 36 | 31 | 77 |
| C-5 | 63 | 68 | 8 |
| C-130 | 42 | 76 | 71 |
| C-135 | 644 | 587 | 527 |
| C-3 | 19 | 51 | 76 |
| F-15 | 81 | 296 | 304 |
| F-16 | 123 | 246 | 274 |
| Other Systems | <u>320</u> | <u>358</u> | <u>346</u> |
| TOTAL | 1477 | 1810 | 1733 |

B-1B - FY92 reflects Congressional reductions in the Military Standard Data Bus modification. FY93 funds the Overwing Fairing modification.

B-52 - FY92 reflects slip of the Integrated Conventional Stores Management System (ICSMS). FY93 funds the start of ICSMS and reflects the increased cost of the Weapons System Trainer (WST) mod.

C-5 - MADARS program phases out in FY93.

C-130 - Self-Contained Navigation System (SCNS) program increased in FY92. MC-130E ICS begins in FY93.

C-135 - FY91 Congressional adjustments include deletion of four mods and an increase of KC-135 reengine kits. FY92 reflects Congressional increase in the quantity of kits from 18 to 28. FY92 also reflects a decrease in MILSTAR funding. FY93 reflects deletion of KC-135E to R reengining program.

E-3 - Begins JTIDS in FY93.

F-15 - Multi-Stage Improvement Program (MSIP) ramps up in FY92. ALQ-135 funding starts again in FY92 and continues to ramp up in FY93.

F-16 - Radar Warning Receiver (RWR) upgrade program and 220E Engine program increase in FY92. RWR and 220E Engine programs increase again in FY93.

6. Aircraft Spares and Repair Parts - (\$93 million). Tables in the Aircraft Spares and Repair Parts Section address the categories/programs that contributed to the \$93 million increase. Initial Aircraft Spares was relatively unchanged (-\$3) from FY91-92. Replenishment Spares has the majority of the change for non-stock funded Peacetime Operating Stock (POS) (\$96).

7. Aircraft Support Equipment and Facilities - (\$184 million). FY92 continues the Common Ground Equipment program with an increase of (+\$5). Industrial Responsiveness decrease in FY92 (-\$30) due to implementation of the Defense Business Operating Fund (DBOF). War Consumables decreased (-\$31) in FY92 due to an FY91 increase Desert Storm and reduced buys for Centerline Pylons and AMRAAM launchers in FY92. Other Production Charges (OPC) increased (+\$87) in FY92 primarily due to a Congressional add for a classified program. FY91 marks last buy of LANTIRN in OPC. FY92 restarts buy of GPS user equipment and initiated NATO AWACS program. Common ECM Equipment line increase (+\$153) in FY92 is due primarily to transfer of FY91 funding (\$126) to Defense Agency fund.

8. Reimbursable Program - (-\$675 million). FY91 included receipts for F-15 Saudi sale.

**COMPARISON OF FY 1992 CURRENT PROGRAM REQUIREMENTS AS REFLECTED
IN FY 1993 APB WITH FY 1993 AMENDED ESTIMATE
AS SHOWN IN FY 1993 APB**

SUMMARY OF REQUIREMENTS (In Thousands)

| | FY92 Current Estimate Per FY92/93 APB | FY93 Amended Estimate Per FY93 APB | Increase + or Decrease - |
|---------------------------------------|--|---|---|
| Combat Aircraft | \$4,784,817 | \$3,596,183 | -\$1,188,634 |
| Airlift Aircraft | 2,077,669 | 3,019,898 | 942,229 |
| Trainer Aircraft | 170,149 | 170,845 | 696 |
| Other Aircraft | 157,862 | 393,342 | 235,480 |
| Modification of In-Service Aircraft | 1,810,120 | 1,732,656 | -77,464 |
| Aircraft Spares and Repair Parts | 603,353 | 724,426 | 121,073 |
| ACFT Support Equipment and Facilities | 1,110,480 | 1,291,351 | 180,871 |
| Reimbursable Program | 318,100 | 327,900 | 9,800 |
| Total Fiscal Year Program | \$11,032,550 | \$11,256,601 | \$224,051 |

EXPLANATION BY BUDGET ACTIVITY

1. Combat Aircraft - (-\$1188 million). B-2 buy ramps from 1 to 4 aircraft in FY93 (-\$112); F-15E buy ends in FY92 (-\$762); F-16 buy decreases from 48 to 24 aircraft in FY93 (-\$467) and B-1B increases (+\$153) to cover interim contractor support and additional logistics support, offset by Congressional reductions to the FY 1992 B-1 support equipment request.

2. Airlift Aircraft - (\$942 million). C-17 (\$1024) buy increases from 4 to 8 aircraft in FY93; C-130H continues buy in FY93 (\$10) and FY92 is one-year buy of LC-130H (-\$92).
3. Trainer Aircraft - Minimal change (\$.7 million). EFS and T-1A buys continue.
4. Other Aircraft - (\$235 million). FY93 marks first-year buy of 1 JSTARS aircraft (\$236).
5. Modification of In-Service Aircraft - (-\$77 million). See FY91-92 Comparison explanation.
6. Aircraft Spares and Repair Parts - (\$121 million). Tables in the Aircraft Spares and Repair Parts Section address the categories/programs that contributed to the \$121 million increase. Initial Spares increased (\$44) and replenishment spares increased (\$77).
7. Aircraft Support Equipment and Facilities - (\$181 million). Common Ground Equipment program increases by (\$112). Industrial Responsiveness increased (\$20) with the restoral of funding transferred for DBOF in FY92 PB. War Consumables procurement continues with a (\$2) increase. Other Production Charges increases (\$140) primarily for classified projects (\$21), FOTRS (\$40), GPS user equipment (\$51) and GBU-15 IDL start (\$20). Common ECM Equipment decreases (-\$93) due to reduced quantity buy of kits for ALQ-184 pods.
8. Reimbursable Program - (\$10 million). Normal reimbursable program anticipated adjusted for inflation.

FLIGHT SIMULATOR DATA SHEET

BUDGET YEAR PROGRAM

Simulator Model: F-15E Weapon System Trainer

Aircraft System Supported: F-15E

Description of Simulator: The F-15E WST will train both pilot and weapon system officers and will include Low Altitude Navigation and Targeting Infrared System for Night (LANTIRN) simulation. The trainer will be a modification to the design of the F-15 Operational Flight Trainer already being manufactured by Loral Corp. Four WSTs will be procured.

Development Status: Testing on units #1 and 2 was completed in FY88. Development of the first full mission capable trainer, unit #3 was begun in FY89 and is ongoing. Delivery of units #1 and #2 occurred in FY89 to provide safety of flight training. In FY 1990 a contract for unit #4 was awarded.

| Funding Data: (In Millions) | <u>FY 1991</u> | <u>FY 1992</u> | <u>FY 1993</u> |
|--------------------------------|----------------|----------------|----------------|
| RDT&E | 0 | 0 | 0 |
| Procurement | 54.9 | 12.0 | 8.1 |
| MILCON | - | - | - |
| TOTAL | 54.9 | 12.0 | 8.1 |

Basis for FY 1992/93 Request: In FY92 testing will occur on unit #4. Updates on units #1, #2, and #3, along with ECP activity to maintain concurrency to aircraft changes.

Contract Data: FFP to Loral Corp.

Cost History Comparison: N/A

FLIGHT SIMULATOR DATA SHEET

BUDGET YEAR PROGRAM

Simulator Model: F-16 Weapon System Trainer (WST)

Aircraft System Supported: F-16 aircraft.

Description of Simulator: The F-16 WST is comprised of an Operational Flight Trainer (OFT), and Electronic Warfare Training Device (EWTd) and a Digital Radar Landmass Simulation (DRLMS) and a visual system. The EWTd will be used to train pilots in the electronic warfare aspects of their mission. The DRLMS will simulate the Air-to-Ground (A/G) modes and displays of the F-16 Fire Control Radar (FCR) using a Defense Mapping Agency (DMA) Digital Data Base (DDB). The visual system permits training in low visibility take-off landing and emergency conditions. The WSTs are developed using a "Building-Block" and phased approach in consonance with the Tactical Air Forces (TAF) F-16 aircraft deployment plan.

Development Status: N/A

Funding Data:
(In Millions)

| | <u>FY 1991</u> | <u>FY 1992</u> | <u>FY 1993</u> |
|-------------|----------------|----------------|----------------|
| RDT&E | - | - | - |
| Procurement | 6.4 | 16.0 | 18.2 |
| MILCON | - | - | - |
| TOTAL | 6.4 | 16.0 | 18.2 |

Basis for FY 1992/93 Request: F-16 WST FY 1992/93 budget is based on the following requirements:

- F-16C Operational Flight Trainers (OFTs) to provide "safety-of-flight" trainers for active units
- F-16 WST Block 40 QOT&E to take place Feb. 93; first operational test of integrated F-16 WST.

- Improved Electronic Warfare Training Devices (IEWTDs) for F-16C EW training.
- LANTIRN simulators to be integrated with Block 40 OFTs to provide LANTIRN training.
- Block 40/50 Operational Flight Trainer (OFT) update for modification and production incorporation. Required to provide "safety-of-flight" OFTs for Block 40/50 aircraft.
- 3 Window Visual System Integrated into WST Block 30/40/50 for realistic mission training.

Contract Data:

| | | |
|---------|---------------|-----|
| Options | OFT Blk 40/50 | FFP |
| Options | OFT Blk 30 | FFP |
| | IEWTD | FFP |
| | LANTIRN | FPI |
| | IDRLMS | FFP |
| | VISUAL SYSTEM | FFP |

The contractor for the Operational Flight Trainer and LANTIRN simulator is the Singer Company, Link Division, Houston, Tx. The DRLMS is built by the General Electric Co, Simulation and Control Systems Department, Daytona Beach, Fl. The IEWTD is built by the AAI Corporation of Cockeysville, MD, and the visual system is built by Evans & Sutherland, Salt Lake City, UT.

Cost History Comparison: N/A

SIMULATOR MODEL: C-17 AIRCREW TRAINING SYSTEM

BUDGET YEAR PROGRAM

Aircraft System Supported: C-17

Description of Simulator: An Aircrew Training System is being developed to be operated by a contractor, McDonnell Douglas Training Systems, Inc, to provide Qualified Aircrew members. The Training System is made up of Computer Based Training (CBT) devices used in a classroom, a cockpit simulator (CSS), Weapon System Trainers (WST), Loadmaster Stations (LST), Cargo Load Model (CLM) and Cargo Compartment Trainer (CCT).

Development Status: Contract was awarded for phase II in FY 89. System Critical Design Reviews will occur in FY 90 and FY 91. First system will be delivered in FY91.

| Funding Data: (In Millions) | <u>FY 1990</u> | <u>FY 1991</u> | <u>FY 1992</u> | <u>FY 1993</u> |
|--------------------------------|----------------|----------------|----------------|----------------|
| RDT&E | 24.0 | 7.2 | 3.0 | 1.1 |
| Procurement | 43.9 | 40.0 | 0 | 20.6 |
| MILCON | - | 0 | - | - |
| TOTAL | 67.9 | 47.2 | 3.0 | 21.7 |

Basis for FY 1992/93 Request: C-17 WST FY 1992/93 budget is based on the following requirements:

- Develop Courseware for 10 Pilot, 7 Co-pilot, 7 Loadmaster and 3 Maintenance Engine Run courses.
- Development and in plant testing of training equipment (CBT, CCS, WST, LST, CLM, and CCT)
- Production of training equipment.

Contract Data: FFP contract to McDonnell Douglas Training Systems, Inc.,
Norman, OK on 26 Oct 88 (F33657-88-C0029).

Cost History Comparison: N/A

SIMULATOR MODEL: C-141 AIRCREW TRAINING SYSTEM (ATS)

BUDGET YEAR PROGRAM

Aircraft System Supported: C-141

Description of Simulator: The C-141 ATS will be a contracted effort for the ground and flight simulation aircrew training programs including initial qualification, upgrade and continuation training, for all HQ MAC, HQ AFRES, and ANG C-141 primary crew members. The ATS will provide state-of-the-art computer based training (CBT) and major modifications to seven operational flight simulators.

Development Status: Upgrades on initial systems to occur in FY92. Formal school development to be completed in FY92. Courseware Readiness Reviews beginning in FY92 to validate courseware development.

| <u>Funding Data:</u> (In Millions) | <u>FY 1991</u> | <u>FY 1992</u> | <u>FY 1993</u> |
|---------------------------------------|----------------|----------------|----------------|
| RDT&E | 9.7 | 3.9 | 1.0 |
| Procurement | 1.8 | 8.8 | 9.5 |
| MILCON | - | - | - |
| TOTAL | 11.5 | 12.7 | 10.5 |

Basis for FY 1992/93 Request: Exercise one simulator option in FY92 at McGuire AFB. Exercise a minimum of two options in FY93 at Travis AFB and McChord AFB. Third possible option is McGuire device #2.

Contract Data: Contract managed by Training Systems SPO, WPAFB. Prime contractor is Hughes Training Systems of Arlington, TX.

Cost History Comparison: N/A